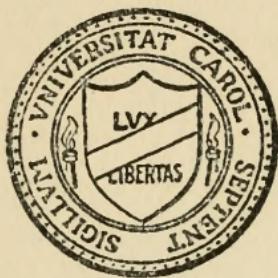


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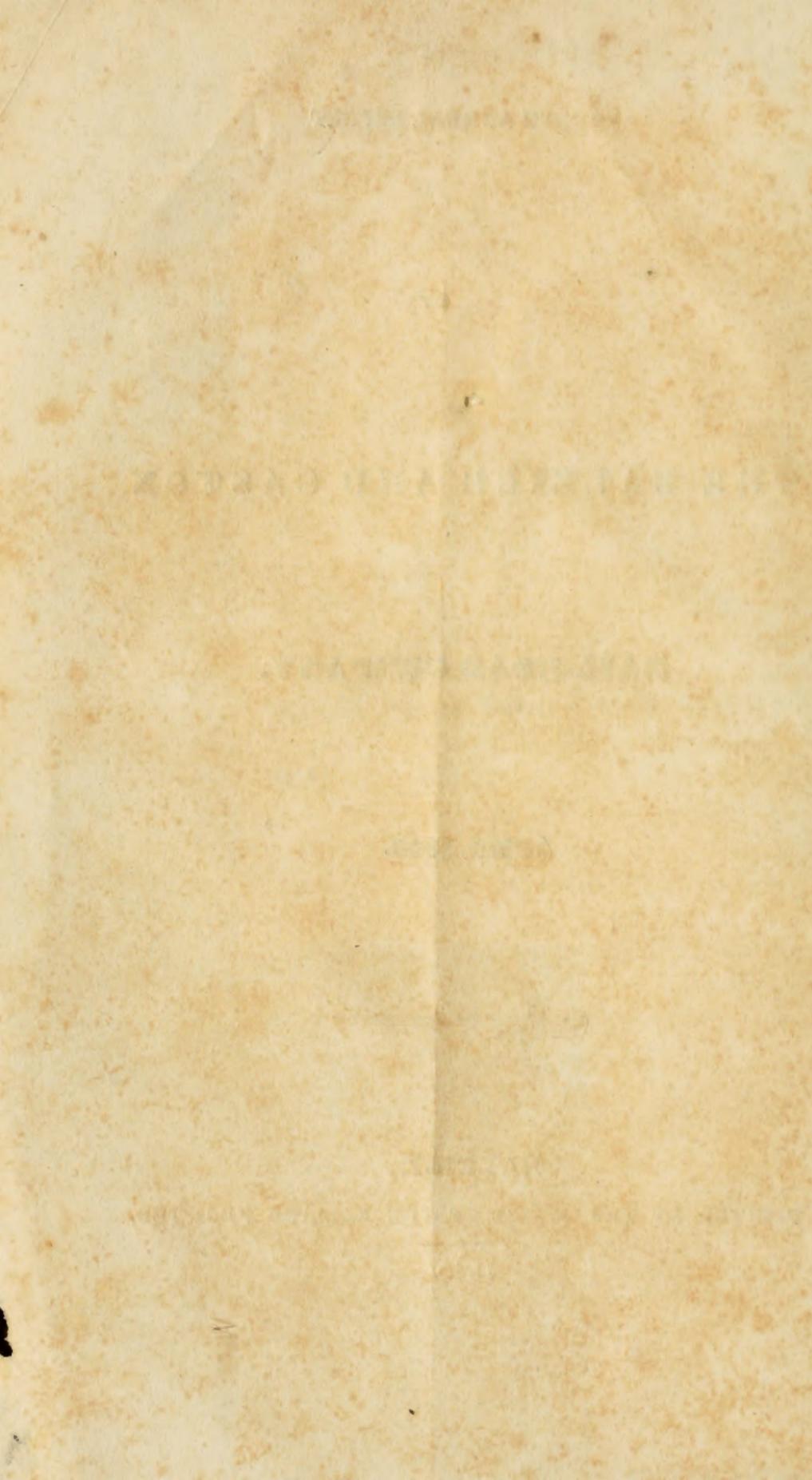
THE RALEIGH AND GASTON
RAIL-ROAD COMPANY.

JUNE, 1840.

RALEIGH:

PRINTED AT THE OFFICE OF THE RALEIGH REGISTER,

1840.



PROCEEDINGS
OF THE
STOCKHOLDERS
OF THE
RALEIGH & GASTON RAIL ROAD COMPANY.

At a General Meeting of the Stockholders of the Raleigh and Gaston Rail-Road Company, held at the Banking House of the Bank of the State of North Carolina, on Monday, June 1, 1840, on motion of **GEORGE W. MORDECAI**, Esq. **S. S. DOWNEY**, Esq. of Granville, was appointed Chairman, and **WESTON R. GALES**, Secretary.

On motion, **COL. WILLIAM ROBARDS**, Judge **CAMERON**, and **GEORGE W. MORDECAI**, Esq. were appointed a Committee to ascertain and report the amount of Stock represented in the meeting. They subsequently reported, that **3,671** Shares were represented, either personally, or by proxy, being a majority of the whole Stock.

The Report of the President and Directors was submitted through **GEORGE W. MORDECAI**, Esq. and, having been read, was, on motion, ordered to be printed under the direction of the President and Directors.

The Report of **C. F. M. GARNETT**, Esq. Chief Engineer, to the Directors, was also read and ordered to be printed.

On motion of **JOHN H. BRYAN**, Esq.

Resolved unanimously, That in the opinion of the Stockholders of the Raleigh and Gaston Rail Road Company, the successful completion of the

said Road is materially due to the ability, diligence and devotion to its interests of their late President, **GEORGE W. MORDECAI**, Esq.

Resolved, That the thanks of the Stockholders are hereby tendered to him for the valuable services rendered them as President of the Company.

And, on motion of **Rev. B. T. BLAKE**,

Resolved unanimously, That the thanks of the Stockholders of the Raleigh and Gaston Rail Road Company are due, and are hereby tendered to their Chief Engineer, **C. F. M. GARNETT**, Esq. for the eminent skill and marked fidelity which he has displayed in the construction and general management of said Road.

The meeting then proceeded, on motion of **Mr. BOYLAN**, to the election of a President and five Directors. **Messrs. JOHN H. BRYAN**, and **BERNARD DUPUY**, were appointed to conduct the balloting.

The Committee reported that the following persons were elected, viz: **SAMUEL F. PATTERSON**, President; **Duncan Cameron**, **William Boylan**, **Joseph W. Hawkins**, **George W. Mordecai**, and **William Robards**, Directors. Concurred in.

On motion of **Mr. BRYAN**, the books were ordered to be balanced up to the 1st day of May, 1840, a Report having been made on the accounts of the Company up to that date.

On motion, **Messrs. Wm. PEACE**, **RICHARD SMITH**, and **BENNET T. BLAKE**, or a majority of them, were appointed to examine the books of the Company, and report to the next Annual Meeting.

On motion, the meeting adjourned.

S. S. DOWNEY, *Chairman.*

WESTON R. GALES, *Secretary.*

ANNUAL REPORT

OF THE

RALEIGH AND GASTON RAIL ROAD COMPANY.

THE Board of Directors of the Raleigh and Gaston Rail-Road Company, have the satisfaction of announcing to the Stockholders, at their present meeting, the completion of the work entrusted to their management. A work alike important, whether regarding its magnitude and extent, or its great advantages to the country.

Many unavoidable circumstances have delayed its completion, beyond the period originally contemplated. The vessel containing a cargo of iron, which sailed from England in the month of June, 1839, was stranded on the coast of Ireland; and, although the iron was finally recovered, the delay rendered it necessary to supply its place, by the purchase, in this country, of a sufficient quantity to lay down the portion of the Road prepared for its reception. The purchase was made in Philadelphia, and again, a vessel containing a part of this was wrecked, and the iron lost. The shipment of the remainder from England, was delayed by the difficulty of procuring vessels for City Point, to which port it was ordered; so that it did not arrive until late in the winter, when another detention occurred, from the freezing of the river. From these causes, the road was not ready

for transportation to Raleigh, until the last of March, 1840; since which time, the trains have been running with great regularity.

Most of the fixtures on the line have been completed; and the shops and Depot in Raleigh will soon be finished. Some slight improvements are still required on the road; experience has proved the necessity of placing a turn-out, car shed and water station, at the head of the Gaston plane; as the locomotives can draw much heavier loads from that point than they can possibly bring up the plane from Gaston. Something similar to the fixture on the Greenville Road, will answer every purpose, and will not be attended with much expense. An additional turn-out will be required at Stanton's, between Henderson and Franklin depots, which will be shortly laid down.

These, with the completion of the works in Raleigh, constitute the only additional items of expenditure for the construction of road.

The cost of this work has certainly been greater than was at first contemplated; but when we observe the character of the country over which the road was necessarily obliged to pass, and the heavy structures over the streams intersecting it, this increase in the cost will be readily accounted for. While the line from the Roanoke to within a few miles of Tar river, was as favorable as any that could be found in the upper country, the remainder was of a very different character, and exhibits some of the deepest cuts, and heaviest embankments on any road within our knowledge. The expense was again much increased by the quantity of rock met with in many of the excavations. This, though much enhancing the original cost, has imparted to the work a firmness

and durability, in which it will compare with any other of a similar construction. The same observation will apply, with equal truth, to the bridges on the road; and we cannot forego this opportunity of calling your particular attention to the one across Tar river, which, from its great elevation, (being 94 feet above the level of the water,) and its admirable construction, forms a picturesque feature in the road, and does great credit to its projectors, and the contractors who executed the work.

Under the contract made with the Petersburg Rail Road Company, they continued to do the transportation upon your road until the first of December, 1839, when, having provided a few locomotives and cars, we took entire charge of the road. From the small number of locomotives and freight-cars, and the great quantity of produce which has been brought to the different depots, it has been impossible to transport it as rapidly as it was received. This has given rise to some complaints which will be obviated before the next season. Our means have not yet enabled us to purchase a sufficient supply to answer the demands of the country. There are four six-wheeled locomotives on the road, made by Messrs. D. J. Burr & Co. of Richmond, Virginia. Though but recently engaged in the construction of locomotives, these gentlemen have already acquired considerable reputation, and their engines are equal in power to any we have seen. Two eight-wheeled locomotives have been recently ordered from Mr. William Norris, of Philadelphia. These possess a decided advantage over any others yet used, particularly on wooden roads, for, while they have more power, the weight is so distributed, as materially to lessen the injury to the road-way. When

these shall be received, our supply, though still limited, will, we think, be sufficient for our present purposes. It has been our endeavor throughout, to confine the expenditures in every thing, within the lowest possible limit; believing that our efforts should be mainly directed to the speedy extinguishment of our out-standing debts, which, with a still further indulgence from our creditors, (some of whom have acted with praise-worthy forbearance and liberality,) we hope to be able to effect.

In organizing a force for the repairs of the road, and in employing agents for transportation, and at at the depots, a plan has been adopted, which our own experience and that of other Companies, satisfied us was the most economical, and least liable to objection or abuse.

A general Superintendant of the road and transportation has been employed, whose duty it is to see that the Agents at the depots discharge their duties, and that the road is kept in proper repair. He also superintends the shops and machinery, and sees that the locomotives and cars are kept in proper order, and directs the manner in which the transportation shall be done. For the discharge of these all important duties, we have secured the services of Mr. W. Hollister, who acted in the same capacity on the Richmond, Fredericksburg, and Potowmac Road, and whose skill, experience, and attention, are a sure guarantee for their faithful performance.

The road has been divided into four sections, on each of which an overseer is employed, with a number of hands sufficient to keep it in repair. Slaves have been exclusively employed, and to avoid unnecessary waste and extravagance, contracts have been made with their owners for feeding and clothing them. The price paid

for the hire, food, and clothing of each is \$150 *per annum* for sound, able-bodied men. Though apparently a high price, this arrangement will, we believe, prove most economical.

There are eight depots on the line, besides the one at Raleigh. At each of these an Agent is employed, who furnishes the requisite labor, and receives compensation for his services, in proportion to the importance of the depot, the number of hands employed, and the amount of business done.

There is an engineer, fireman, and train-hand attached to each engine. At the shops in Raleigh, there are two head-workmen, and three common blacksmiths employed, to repair the engines and cars. In these matters, all practicable economy has been exercised.

The subject which has presented the greatest difficulty, and which has not yet been definitely arranged, is the mode of conducting our transportation, in connexion with the Petersburg and Greenville Rail Roads. There are but two modes in which this can be effected—the one to unload our cars at the *termini* of our Road at Gaston, and there deliver the lading to the Petersburg Rail Road, and receive from it goods destined for our depots. The other—to permit the cars of this Company to proceed with their loads to Petersburg—the Petersburg Company sending their cars in like manner on our road. These plans are both liable to objections; but of the two, the latter appears to us decidedly preferable. The first plan would necessarily require us to build a large ware-house at Gaston for the reception of goods and delivering of produce, and to employ an agent and several hands there; but the greatest objection would be the de-

lay and risk which would be incurred. By the plan now pursued, the cars are not unloaded until they reach the depot to which the goods are destined. By this course, the expense, delay, and risk are much diminished. One objection to this, however, is the greater liability to accidents to our cars on the Petersburg Road than on ours—the one being new, and the other having been several years in operation. The same remark is applicable to the cars of the respective companies. These objections, time, that great leveller, will remove. Another difficulty arises—in the event of loss or damage of goods, to ascertain upon which company the liability should rest. It is impossible that this can ever be accurately determined; but the employment of an agent at Gaston, whose duty it shall be, in connexion with the agent of the Petersburg Rail Road Company, to examine the cars on their arrival, will, in a great measure, obviate this objection. No permanent arrangement has yet been made between the companies; but, unless some preferable mode be suggested by you, it is proposed to adopt one based upon the plan last mentioned.

The transportation upon the Road has, as before observed, been very heavy, and would have been much increased, if the force employed had been sufficient to convey the produce as fast as it was received. A table is submitted, exhibiting the receipts from this source from the commencement to the first of May last. When we reflect that, during the greater part of this time, only one-half of the road was in operation, and that only one month had elapsed since it was opened to Raleigh, and when we consider also the universal distress which has prevailed, diminishing both travel and trade, we do not

think this exhibit at all discouraging. Taking an average of the time, for which the different portions of the Road have been in use, it will amount to eleven months on the whole line, which would give an average of \$7,150 per month for the gross receipts. This will be much increased, when we shall be prepared to transport with more regularity and despatch. The travel, on all roads, has, we believe, from the causes above alluded to, been much diminished, the present year, and we have suffered in common with others. We cannot expect to enter into successful competition, with other lines, for the great Southern travel, until a more expeditious and convenient connexion is formed between Raleigh and the South Carolina Rail Roads, which we hope to see effected in more propitious times. But, independently of this, a great accession of travel would be obtained to this road, by the establishment of a good daily line of Coaches from Raleigh to Knoxville, Tennessee—a route which would attract travellers as being the most certain, expeditious, and comfortable communication between the Western and Atlantic cities. To effect this, we are informed it only requires a short interval to be filled between Salisbury and Ashville, via Morganton, on which there is now a tri-weekly line. Every effort will be made, and every facility afforded for completing this line.

In connexion with this subject, we do not deem it irrelevant to impress upon you the importance of improving the communication between Raleigh and the West—an object to which your attention has been before directed, and which is certainly as desirable to us, as it is important to that part of the State. By constructing a Rail

Road from some suitable place on the Yadkin or Catawba to Fayetteville, with a branch from some point in the county of Chatham to Raleigh, and thence connecting (as is proposed by the Wilmington Rail Road Company,) with their Road at or near Waynesborough, it seems to us, that the interest of the whole State would be promoted, and the most populous and fertile section of it would possess outlets to Raleigh, Fayetteville, and Wilmington, three of our most important towns, giving a choice of markets, from which it is now almost entirely excluded. The execution of this scheme we have long had at heart, and we are satisfied, if all sectional jealousies are forgotten, and the aid of the State enlisted, it may be accomplished ; and it is a work, in which we do not hesitate to say, the State should take a deep interest, as it will do more to develope her resources, and advance her to that high rank in the union to which she is entitled, than any other which can be devised.

Should this, however, be considered a work of too great magnitude to be attempted at this time, we would then recommend, as the best substitute, a good McAdamsised or Turnpike road from Raleigh to the West. This possesses indeed some advantages over a Rail Road, as the farmers of the West would, thereby, be enabled to transport their produce in their own wagons, at a season of the year when they would have no other employment. By extending such a road from Raleigh to Waynesborough, (or if preferred, connecting those two points by rail-road,) a direct communication would be opened between the West and *two* good markets, and the object so long desired by our Western friends, be at once attained. This cannot be too earnestly pressed, and should form a

prominent feature in the legislation of our next Assembly.

The land damages have been settled on the whole line of the Road, except in the county of Wake, where the assessments made by the last Commissioners, were considered exorbitant, and efforts are making to reduce them.

Of the Bonds issued in pursuance of the provisions of the Act of 1838-'9, there have been sold \$369,000. The remainder have been pledged as security for loans effected by the Company, and when sold, the proceeds will of course be first applied to the extinguishment of those debts. They have been disposed of on most favorable terms—none of them having been sold at less than their par value, and we believe they will soon command a premium.

Since your last meeting, the gentleman who has presided over the affairs of the Company from its commencement, has tendered his resignation, which has been accepted, and the Directors have been fortunate in supplying his place by the appointment of General Samuel F. Patterson, of Wilkes.

John H. Bryan, Esq. has resigned his seat as Director, and George W. Mordecai was appointed in his stead.

By order of the Board of Directors,

GEORGE W. MORDECAI, *Pres't.*

REPORT OF THE CHIEF ENGINEER.

RALEIGH, *May 30, 1840.*

GENTLEMEN: It becomes my duty once more, and for the last time, to report the progress of the work entrusted to my care, and its present condition.

At the period of my last report, the road was in use to Henderson only. On the first of November following, it was opened to Franklin Depot, and in the month of March, the entire line to Raleigh went into operation. Thus did the work go into full operation in three years and six months after the first contract was let. I need not enumerate the causes which have combined to retard this enterprise. During the last twelve months, the disappointments in receiving iron have occasioned much delay and inconvenience. But, with all the disadvantages against which we have had to contend, the time occupied in constructing the road will not appear long to any one who reflects on the vast amount of work accomplished. To be satisfied on this point, you have but to go over the road and see the number of deep cuts and high embankments, the magnificent bridges, and the vast quantity of rock excavations.

The Depot and fixtures in Raleigh are yet unfinished, but are progressing as rapidly as circumstances will permit. In a few weeks these will be completed, and you will have a ware-house and work-shops which, I am confident, will combine usefulness and economy in no ordinary degree. The buildings themselves will cost but

\$12,000—all the fixtures at this point will probably reach \$20,000 in cost. They are so arranged as to accommodate the business which may be immediately expected, and to admit of being conveniently enlarged to four times their present capacity.

Having approached so near the end of our undertaking, let us for a moment look back on what we have done. We have constructed a road 85 miles in length, over a country which presents as many natural difficulties to such an enterprise, as any South of the Potomac, in which such an attempt has hitherto been made—a road, too, that fully answers the purposes intended.

The Raleigh and Gaston Rail Road Company was chartered in January, 1836, and forty miles of the work were put under contract in the October following.

It will convey some idea of the character of the work, to mention, that the depth of the cutting, in some places, reaches 35 feet, and the height of the embankments 65 feet; and the average of both is very great. Much rock excavation was encountered. There are five bridges; one over the Roanoke, 1,040 feet in length; one over Tar river, 846 feet long, (the road-way 94 feet above the surface of the water;) one over Cedar creek, 528 feet long, 70 feet above the water; one over Neuse river, 325 feet long, 55 feet above the water; and one over Crab-tree creek, 313 feet long, and 50 feet above the surface of the water. All these bridges are built on the lattice plan of Town, and are supported on piers and abutments of granite.

The graduation of the road, although far from easy, is such as to oppose no serious obstacles to transportation. The first 42 miles, from Gaston to Henderson, are particular-

ly well adapted to the trade of that section of country—there being a much larger tonnage in one direction than the other. Of this distance, about 30 miles consist of straight lines, the remaining 12 of curves, of radii, varying from 1,910 to 11,460 feet. Of the grades opposing the heavy trade, $3\frac{1}{2}$ miles are at the rate of 10 feet per mile and under; $4\frac{1}{2}$ at the rate of 20 feet per mile and under; and $2\frac{1}{2}$ at the rate of 25 feet per mile and under. The remainder of the 42 miles is level, or descending with the heavy trade.

The limits of curvature, on the whole road, are the same as on that portion just described. The limit of graduation on the whole road is 40 feet per mile, with two exceptions—a grade $2\frac{3}{4}$ miles in length, rising at the rate of 63 feet per mile from the Roanoke river; and one of $1\frac{1}{4}$ mile in length, rising at the rate of 50 feet per mile from Crab-tree creek towards Raleigh. These inclines, being at the termini of the road, may be so managed as not to limit the useful effect of an Engine.

The performance of the Company's locomotive "Tornado" taking a train of 30 loaded cars from Henderson to Gaston, furnishes a very fair test of the capabilities of the road. The Tornado weighs $6\frac{1}{2}$ tons without water; the cars weigh about 2 tons, and are loaded with a net weight of about 3 tons each—making a gross weight, including engine and tender, of $162\frac{1}{2}$ tons.

Let us reflect, too, that, during the last three years of our operations, we have had to contend with the great inconvenience of a capital too limited, while the unexampled embarrassment of the pecuniary affairs of the country tended greatly to augment our difficulties.

In my last report, I stated that the cost of the road (ex-

clusive of cars and engines,) would not materially exceed my original estimate of \$1,215,000. It is now believed that it will reach \$1,270,000. This increase may be fully accounted for, by a few circumstances which could not then be foreseen. Among these, are the suspension of specie payments, which added about 10 per cent. (commissions and exchange) to all the remittances for iron—the purchase of a thicker iron than was then intended—important alterations, which it was found necessary to make to Gaston bridge. Others might be enumerated, but are deemed unnecessary.

Your road will still bear comparison, in cheapness, with any work in the Union.

It has been my earnest endeavor, while exercising the strictest possible economy, to spare no expenditure which appeared absolutely essential to the usefulness of the road. How far I have succeeded, I submit to the public to decide. A portion of the road has been in operation two years, and the public have had a full opportunity to judge of the manner in which it has been executed.

The locomotives which we have received from Messrs. D. J. Burr, & Co. of Richmond, Virginia, have fully answered our expectations. They are equal, if not superior, in beauty and strength of workmanship, and in performance, to any in this or any other country. You are aware that I would have preferred engines with eight wheels to these, which have only six. The experience of the last twelve months has gone far to confirm the opinion, that none but eight-wheel engines can be economically used on wooden rail-roads. There are very few engines used of a less weight than those which you now have; but it is evident that their weight (being

thrown on 6 wheels only) has materially augmented the cost of repairs to the road. It will be advisable, as soon as the two eight-wheel engines, now ordered, are procured, to have an additional pair of wheels placed under each of those now on the road. They will then be better adapted to the transportation of the mail and passengers, than any other plan of engine that could be procured.

Experience has shown that about eight thousand pounds is as much as ought to be put upon one pair of driving wheels for a road like yours; which makes it necessary to have a greater number of wheels, and to distribute the weight. Another great improvement, getting now into general use, is the eight-wheel car for freight. It adds materially to the safety of transportation, and reduces the wear and tear of the road. I would therefore recommend that the cars now to be made, should be constructed on that plan.

Another matter, to which I cannot too earnestly call your attention, is the speed at which the engines run. Nothing has tended more to create the unmerited prejudice against wooden rail-roads, than the attempt to travel on them at the same rate which is found proper for iron roads. The limited number of engines now on your road, has made it necessary to adopt here a higher speed than a judicious economy would dictate. As soon as practicable, the speed of the mail train should be reduced to twelve miles per hour, running time, and even less, while six-wheel engines are employed; and that of the freight train to eight miles per hour.

As soon as these changes can be made, you will find the cost of repairs (that great vortex which swallows up

all your profits,) to fall far below what it has been estimated to be.

With all the disadvantages of heavy engines and high velocities, your road and machinery are now in excellent condition, and bid fair, with a little care, to remain so.

I hope that the thundering anathemas which are daily hurled at the rail-road system, and especially against wooden rail-roads, will be considered a sufficient excuse for my saying a few words in defence.

There is nothing more common now, than to hear it stated that the rail-roads in the United States have yielded no profit, and nothing can be farther from the truth. The pecuniary distress of the country has operated in various ways to check the prosperity of rail-roads. Many roads have been built without a sufficient capital, and the surplus of their cost could not be raised by an additional subscription of stock, but had to be paid with the receipts of the road. Thus has a general opinion gained ground, with those who have taken no pains to investigate the subject, that these roads are unprofitable. Many will be surprised to learn that, from an accurate calculation made within twelve months, all the rail-roads in operation in the United States had yielded an average yearly interest of five and a half per cent. The Chevalier de Gerstner, a man of great learning, and one in whose statements implicit reliance may be had, took great pains to travel over the United States, visit every public work, and collect accurate information. In an article, published in June, 1839, he says:—

“ Several Rail Roads have been undertaken with insufficient means, and the Stockholders found themselves under the necessity of employing the income of the first

years in improving the rail-road, in building engine-houses, &c. and furnishing locomotives and cars. In consequence of this, the stockholders got, during that time, no dividends, but the rail-road still yielded a good income. Other rail-roads, when finished, paid from five to ten per cent. income to the stockholders: others have not yet paid any dividends for want of a sufficient number of passengers and freight. The average result of the rail-roads now in operation in the United States is, *that they give a yearly interest of five and a half per cent. on the capital invested.* This result must be regarded as very satisfactory, because the greatest part of the lines have only been a few years in operation.

“ On all lines, there is a yearly increase of at least 15 to 20 per cent. in the gross income, so that even those lines which do not pay now, will give, in a few years, a handsome dividend. According to these statements, based on the communications collected in this country, I have no doubt, that the large capital invested in rail-roads, in the United States, will not only produce an incalculable benefit to the country, but likewise pay the shareholders a dividend, which, under good management, by the constant progress in population and trade, must likewise, from year to year, increase.”

These facts are certainly encouraging; and yet, a very large number of these rail-roads examined by the Chevalier de Gerstner, are the *proscribed wooden roads.* It is not attempted to deny that roads constructed in a more costly and durable manner, substituting iron for wood, would be much more profitable. Those who proposed the wooden roads, were well aware of this fact; but the question was, whether *these* should be made, or none at

all. There has been scarcely a single road in the United States, which had a capital sufficient to complete it; and if it had been proposed to construct roads, which should cost some \$4,000 per mile more than these have done, few would have been found to invest in them. It is to be regretted that we could not have roads of a more permanent character; but, in their absence, the others have been found to answer well in many cases; and they will, I am confident, continue to do so.

The Petersburg road, which is of this character, has divided as much as six per cent. per annum on the capital from the commencement. This road agrees with yours in the character of its superstructure, and in the fact of freight being the principal source of its revenue. The Georgia Rail Road agrees with yours likewise in these particulars. I received, through a private source, an account of the business of that road for the last year, which is very cheering. Their business for the year (the 4th of the age of part of the road) amounts to \$200,000, and their expenses are \$75,000. The business of the previous year was about \$134,000, and expenses \$63,000. There has been no increase in the rates of freight, and there has been a falling off in the number of passengers of 5,000. So that, notwithstanding the diminution in passengers, the quantity of freight has increased so much, as to add about 50 per cent. to their entire receipts, while their expenses have only increased about 10 per cent. This is conclusive evidence that a freight business may be profitable on a wooden road. It is only necessary to have enough of it. The expenses of a road do not increase in the same ratio with their business—as in the case of the Georgia Rail Road, your business may be doubled, while

your expenses will not be more than 20 per cent. greater.

The receipts on the Raleigh and Gaston Rail Road may not *now* greatly exceed the expenses. Why is it so? The travel is almost entirely suspended—few merchants have bought any goods this spring, and the low price of cotton deters the farmer from carrying it to market. The entire business intercourse of the country is completely paralysed, and your road is most seriously affected by this state of things. Let trade and prices but revive, and you will see on your road a business far exceeding the anticipations of most of you. Let good lines of stages be established from Raleigh to Nashville, Tennessee, and the whole travel from that district of country will come through Raleigh. There is no ground for despondency, even if the road is never extended beyond Raleigh; but let it once be pushed on South, and no one can doubt that it will confer lasting benefits on the stockholders.

The extension of the road is delayed, but, I confidently believe, it will not be prevented by the derangement of the monied affairs of the country.

The value of the stock in the Georgia Rail Road, the Charleston and Hamburg road, the Charleston and Cincinnati road, and the entire line of roads from Raleigh to New York, would be so seriously and so beneficially affected by the connection of Raleigh and Columbia, that the stockholders will certainly see their interest and protect it. I know that the liveliest interest is felt in this project in South Carolina, and this interest is increasing daily.

Let me call your attention to a very able article in the last number of the New York Review. It is

a review of three works, one of which is a work published in Paris by Michel Chevalier, a French gentleman of distinction and great talents, who travelled through this country. The author divides the works of the United States into three classes—his third class is those which have for their object, “To connect the North and South poles of the Union, New York and New Orleans.” The Reviewer, after having noticed the first and second classes, goes on to say:—

“ There is no such uncertainty as to the third line of communication mentioned by Mr. Chevalier, that between New York and New Orleans. Connecting, as this does, the metropolis of the Union with the great Atlantic cities of the Northern, and the capitals of the Southern States, this line of communication has, at the same time, the advantages of forming the most direct line between the Eastern and Southern States, and of traversing a belt of country which presents, for the execution of a line of rail-roads, peculiar facilities. The public has evinced its perception of the advantages of this great line of thoroughfare, by the large amount which has been contributed within the last six or eight years, almost entirely by individual resources, to its execution. The separate links which have been so far made, bid fair, even should it not be extended beyond its present *terminus* in the South, to be extremely profitable; but there is scarcely a doubt, that within six or eight years more, the whole chain of communication will be completed to New Orleans, and that there will then be a travel and trade over every portion of it, beyond any present conception of its extent.

“ At the time of the publication of the sketch of Mr. Chevalier, detached links only in this chain of communi-

cation had been made as far as the Roanoke, in North Carolina. Within the two years which have since elapsed, the Philadelphia and Baltimore, the Richmond and Fredericksburg, and Richmond and Petersburg Rail Roads, have been put in operation; and South of the Roanoke, lines of rail-roads have been completed to Wilmington, in North Carolina, at the mouth of the Cape Fear, and to Raleigh, the Capital of the State, on the more direct route to Columbia and Charleston. Between Columbia and Branchville, on the line of rail-road which connects Charleston and Agusta, a rail-road is now in progress of construction, which, it is understood, will be completed in the course of the present, or early the coming year, leaving only the distance between Raleigh and Columbia, (about two hundred miles, but which is said to be of extremely easy execution) to be constructed, to furnish a complete rail-road communication between New York and Charleston and Agusta. Between Agusta and Montgomery, on the Alabama river, whence to New Orleans, there is, for about two-thirds of the year, an excellent steam-boat communication. Rail-roads, now in progress of execution, will probably be finished by the time the line north of Agusta is in readiness.

“ Great profits may undoubtedly be anticipated in every portion of this great chain of communication, when executed with tolerable judgment and under favorable charters. In another point of view, however, it is much more interesting to us. No line of improvement which has been projected in America, and perhaps none which can ever be made, is so important in a political as well as commercial aspect, as the one we have been contemplating. In time of war, the Government will be enabled,

by it, with a moderate standing army, to provide for the defence of its whole Atlantic coast, an object not to be attained effectually without it by the whole force of the country. It will furnish, in such a contingency, the means not only of transporting men and munitions of war, but in the event of a blockade of the coast, of exchanging, notwithstanding, the staples of the South for the manufactoryes of the North and East. In the estimation of the patriot, devoted above all things to the preservation of the Union, connexion, between what Mr. Chevalier terms *its two poles*, has yet a higher value. "When," he remarks,—"New York shall be only six or eight days journey from New Orleans, not only for a rich class travelling in a privileged manner, but for every shop-keeper and every workman, separation will be no longer possible. Great distances will have disappeared, and this Colossus, ten times vaster than France, will maintain its unity without effort."

"It is among the many fortunate circumstances of our country, that its most essential line of improvement offers such strong inducements to its speedy execution, both in the prospects of profit presented by it, as an investment, and its other advantages. In other countries, the works essential to their defence and protection, have been executed usually at great cost, and with heavy burthens on the subject. With us, the one which is to make us impregnable in war, and to unite us indissolubly in war and peace, is, at the same time, to add largely to the wealth of the nation, and of the share-holders of the companies co-operating in its execution."

I might go on to collect a volume of opinions, going to confirm the view which I have taken of the subject,

that the continuation of this road to Columbia, will be made, and that it will be enormously profitable.

In addition to the facts, that it is the shortest possible route between Augusta and Baltimore; that it traverses the healthiest country in the world; and that it passes through the principal towns and cities East of the Alleghany, is the important consideration, that no mode of conveyance is comparable to that by rail-roads for safety. It is not too much to say, that the loss of life by the wreck of the Pulaski, was greater than that by all the rail-roads in the world since their invention.

An accurate investigation was made some time during the year 1838, by Commissioners appointed by the British Parliament, of the number of passengers which had passed over all the roads in Great Britain, and of the number of accidents that had happened. The result of their labors was to ascertain that only ten passengers had been killed out of more than 44,000,000. The table appended gives the details. It should be recollected, too, that this includes the period of the infancy of the rail-road system, when the danger was much greater than it now is.

Thus, it is evident, that safety, expedition, and economy, would all be consulted by the traveller, in taking the Metropolitan line when finished.

All which is respectfully submitted.

CHAS. F. M. GARNETT, C. E.

*To the President and Directors of the
Raleigh and Gaston R. R. Company,*

Name of Railway.	From.	Date.	To	Number of Miles.	Number of Passengers.	Number of Accidents.
London and Bir-		July 20, 1837,	November 5, 1838,	19,119,465	541,360	3 cases of contusions, no deaths. (1)
mingham	3					2 cases of slight do. do. (2)
Grand Junction	-	July 4, 1837,	June 10, 1838,	974		
Bolton and Leigh,			-			
and Kenyon and						
Leigh	-					
Newcastle and Carlisle		October 1, 1838,	-	3,923,012	508,763	2 deaths, 3 slight contusions. (3)
Edinburgh & Dal-		March 9, 1835,				
keith	-					
Stockton & Darlington		Summer of 1832,				
Great Western	-	October 10, 1836,				
Liverpool and Man-		September 30, 1838,				
chester	-	October 10, 1836,				
Dublin and Kingstown		September 1, 1836,				
London and Green-		December 14, 1836,	November 5, 1838,	484,000	2,880,417	1 passenger slightly bruised.
wich	-					
(1) None of these accidents occurred to actual passengers.						
(2) Do. do.						
(3) None of the persons killed were passengers.						
(4) One of the persons killed was a passenger.						
(5) The whole of these were passengers ; one of them a sergeant in charge of a deserter who jumped off the carriage whilst in motion ; the sergeant jumped after him to retake him, but was so much injured that he died ; 3 others got out and walked on the road, and were killed ; the rest suffered by collision of two trains, at different times. These include all the casualties from the very commencement of the working of the line.						



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